



## **7628 Flewellyn Road**

Planning Rationale Addendum  
Zoning By-law Amendment  
August 8, 2025



Prepared for CFT Group

Prepared by Fotenn Planning + Design  
420 O'Connor Street  
Ottawa, ON K2P 1W4

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# 1.0

## Introduction

On behalf of CFT Group, Fotenn Planning + Design has prepared the following Planning Rationale Addendum in response to technical circulation comments received on March 11, 2025. It addresses the first submission of materials supporting the Zoning By-law Amendment application (D02-02-24-0080) for the lands known as 7628 Flewellyn Road (“the subject site”) in the Munster-Ashton area of the City of Ottawa.

The intent of this Planning Rationale Addendum is to assess the proposed development against the applicable policy and regulatory framework and determine if the proposed development is appropriate for the subject site and compatible with adjacent land uses and the surrounding context. This Addendum is meant to be read in conjunction with the Planning Rationale prepared by Fotenn on November 21, 2024.

### 1.1 Purpose of Application

The purpose of this application is to rezone a portion of the subject site from RU – Rural Countryside to RG1 – Rural General Industrial in order to permit an existing automobile salvage operation that has expanded beyond the extents of the RG1 zone that currently applies only to a portion of the subject site. While the current salvage yard use is already recognized by the Province through various Ministry of Environment permits, the proposed rezoning also aims to formalize the existing automobile salvage operation in a manner that is compatible with adjacent land uses while protecting the environment and formalizing the site function.

Under the City of Ottawa Zoning By-law, **storage yard** is defined as:

*Land used for outdoor storage, including:*

- a) *The storage of vehicles, including an **automobile salvage operation or scrap yard**;*
- b) *the storage of road maintenance materials such as gravel or sand;*
- c) *the storage of construction, building or landscaping materials; and*
- d) *the storage of heavy vehicles or construction equipment, and includes an accessory maintenance garage used for the service and repair of the stored vehicles and equipment.*

The Zoning By-law defines **waste processing and transfer facility (non-putrescible)** as a facility where non-putrescible waste is sorted, processed and temporarily stored prior to transfer off site and may include a recycling operation.

The proposed expansion of the RG1 zoning to a larger portion of the subject site would permit the continued operation of the end-of-life vehicle waste disposal operation, as a storage yard and waste processing and transfer facility (non-putrescible) are permitted uses under the RG1 subzone.

This Zoning By-law Amendment application also proposes to rezone a portion of the subject site along much of its east interior side lot line to an “Environmental Protection” (EP) zone in recognition of a watercourse running along the lot line. The lands to be rezoned to EP zone are proposed to be 30 metres wide to represent the required development setback from the watercourse.

The Rural Countryside – RU zone is intended to remain in place on the balance of the lands.



## Subject Site and Surrounding Context

### 2.1 Subject Site

The subject site is located in the City's rural area, to the southwest of Stittsville. The subject site has a total area of approximately 20.7 hectares with two frontages on the south side of Flewellyn Road. The western frontage is approximately 102.4 metres and the eastern frontage is approximately 11.6 metres. The subject site has a total depth of approximately 700 metres.



Figure 1: Subject Site

The subject site is currently occupied by an end-of-life vehicle waste disposal and recycling facility which includes a one-storey office building, a gravel surface parking lot, a weigh scale, an automobile fluid drainage station with various sheds, temporary storage buildings and stockpiles of automobile parts and scrap metal products. A used automobile dealership is also in operation in the northwest portion of the subject site fronting onto Flewellyn Road, which is permitted under the Zoning By-law on the front portion of the subject site. The scale house and dealership operations are currently housed in office trailers. An airplane runway initially constructed in the 1960s and extended sometime after 2018 crosses the subject site from the south corner to the north corner; the runway is not currently in operation. The southeast corner of the subject site includes a wooded area primarily consisting of conifer trees. A watercourse runs south along a portion of the eastern property line.

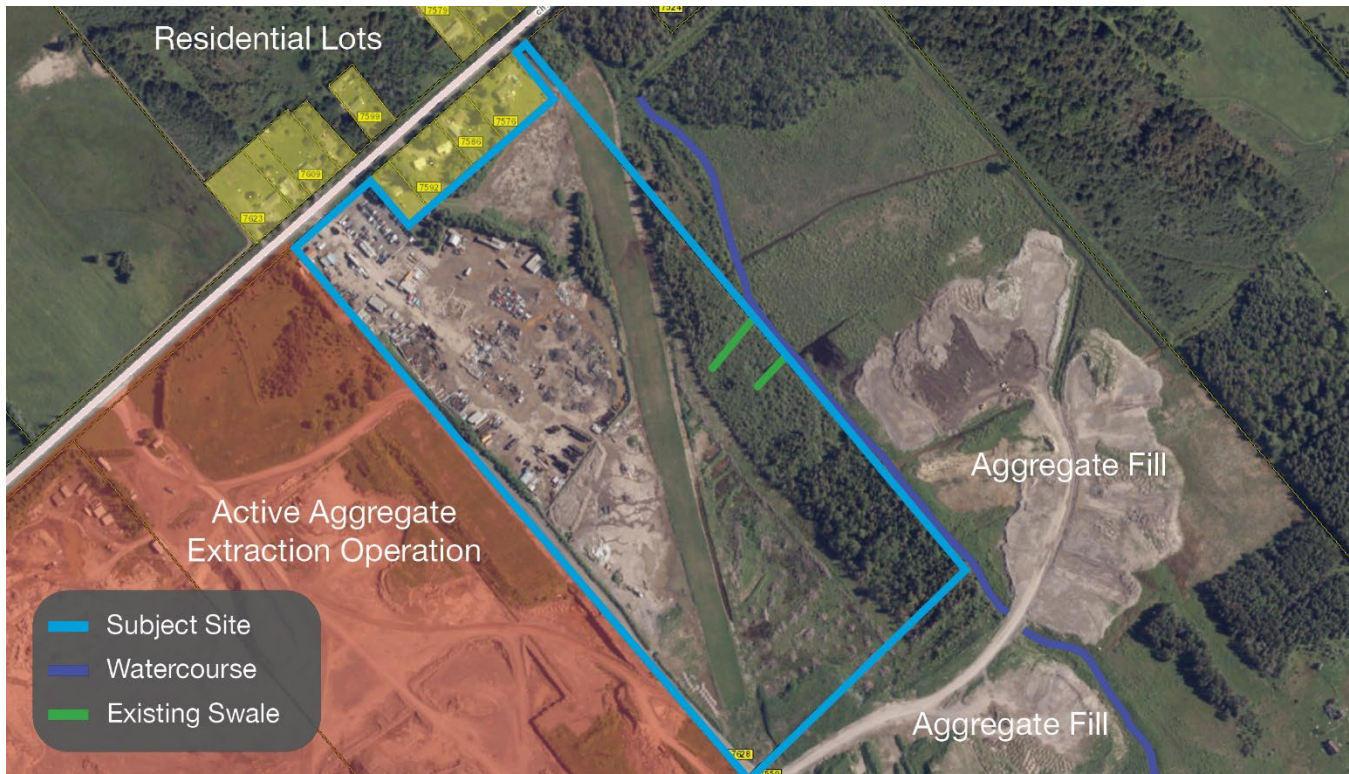


Figure 2: Subject Site and Surrounding Land Uses

## 2.2 Surrounding Context

Land uses in the surrounding area are comprised of aggregate extraction, natural features and rural residential dwellings. The surrounding land uses can be described as follows:

**North:** The subject site abuts four (4) residential lots that front onto Flewellyn Road to the north, each with a detached dwelling. To the north of Flewellyn Road are eight (8) residential lots. Further north are undeveloped lands.

**West:** Immediately abutting the subject site to the west is an active mineral extraction operation, known as the Goulbourn Quarry, currently operated by Thomas Cavanagh Construction. Further west runs Munster Road.

**East:** A watercourse runs along the eastern property boundary, east of which is vacant land with fill storage areas for the adjacent existing quarry.

**South:** Immediately south of the subject site are an access road for the adjacent quarry and fill storage areas.

## 2.3 Transportation Context

### 2.3.1 Road Network

The subject site abuts Flewellyn Road, which is identified as a Collector on *Schedule C9 – Rural Road Network* of the Official Plan. Rural collector roads provide connection to Arterial roads and provincial freeways and are intended to accommodate a wider range of traffic including private vehicles and trucks.



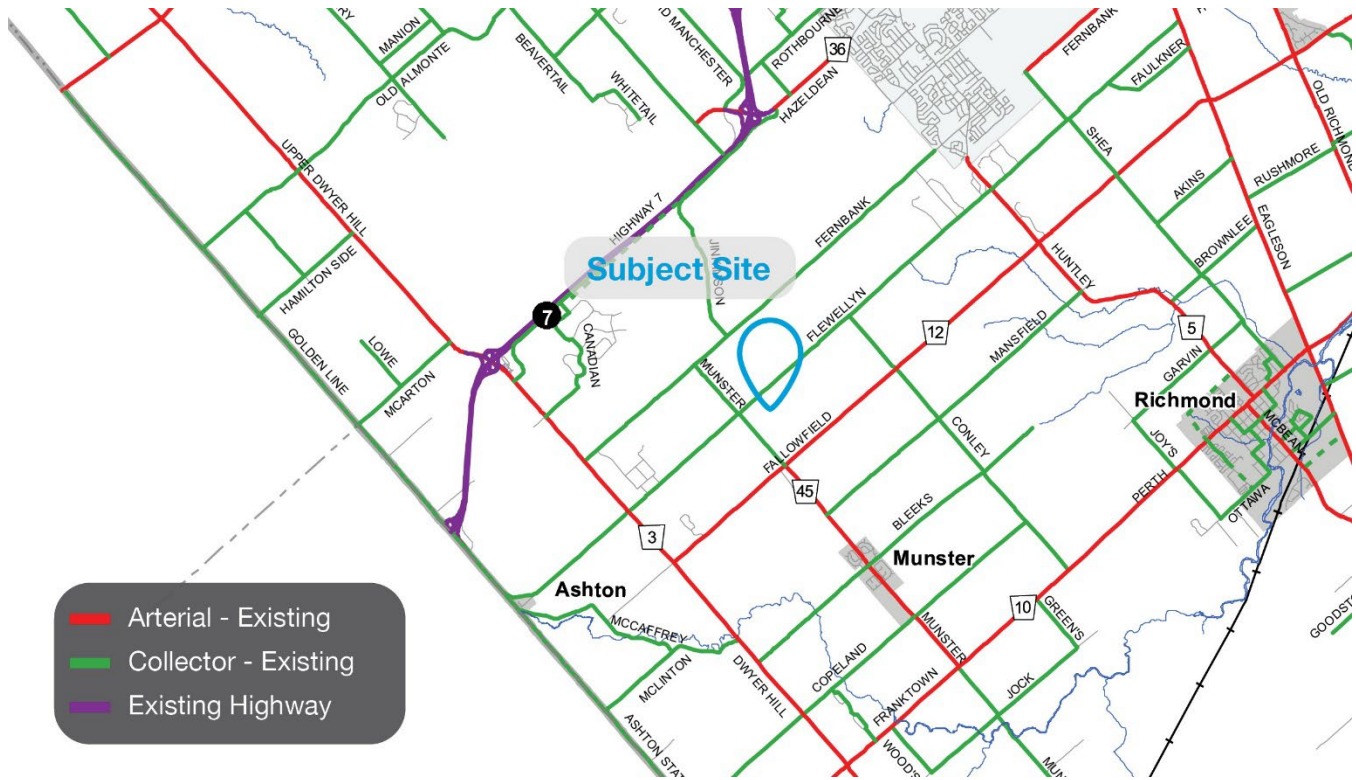


Figure 3: Schedule C9 – Rural Road Network of the Official Plan

## Proposed Development

CFT group intends to formalize the expansion of the existing salvage yard operation on the subject site. The proposed development includes the relocation of the office and truck scale deeper into the subject site and the construction of a new warehouse and truck maintenance shed. The existing automobile dealership at the front of the subject site will be retained as a permitted use while the salvage operation and recycling facility will be moved deeper south into the subject site to avoid conflict with the existing residential dwellings along Flewellyn Road. A minimum 27-metre landscape buffer is proposed between the relocated recycling facility and the residential lots fronting Flewellyn Road.

The new construction includes two primary buildings:

- / Building G consists of a two-storey building housing administrative office and warehouse spaces each covering 994.5 square metres, for a total combined gross floor area of 1,989 square metres.
- / Building H comprises a repair/mechanical shop with a gross floor area of 936.7 square metres.

The proposed total gross floor area (GFA) for these new buildings is 2,925 square metres. Existing Buildings A (storage of ferrous metals, 59 square metres) and C (staff trailers, 112 square metres) are slated for demolition, while Buildings B (Weigh Scale Office, 50 square metres), D (Vehicle Drainage Shed, 91 square metres), and E (ATM, 14 square metres) are planned for relocation.

The northwest portion of the subject site will remain largely asphalted for the existing automobile dealership use, with the associated existing Building F (which is associated with the automobile dealership use) located closest to Flewellyn Road to also remain. Landscaping is proposed to be located adjacent to Flewellyn Road to help buffer the subject site's operations from the public right-of-way. The salvage operation will be located deeper into the subject site, with a minimum setback of 27 to 30 metres from the abutting residential properties along the south side of Flewellyn Road. The relocation of the salvage operations will help mitigate possible adverse impacts to nearby residential uses. Drainage ponds along the eastern side of the property will provide stormwater management for the subject site.

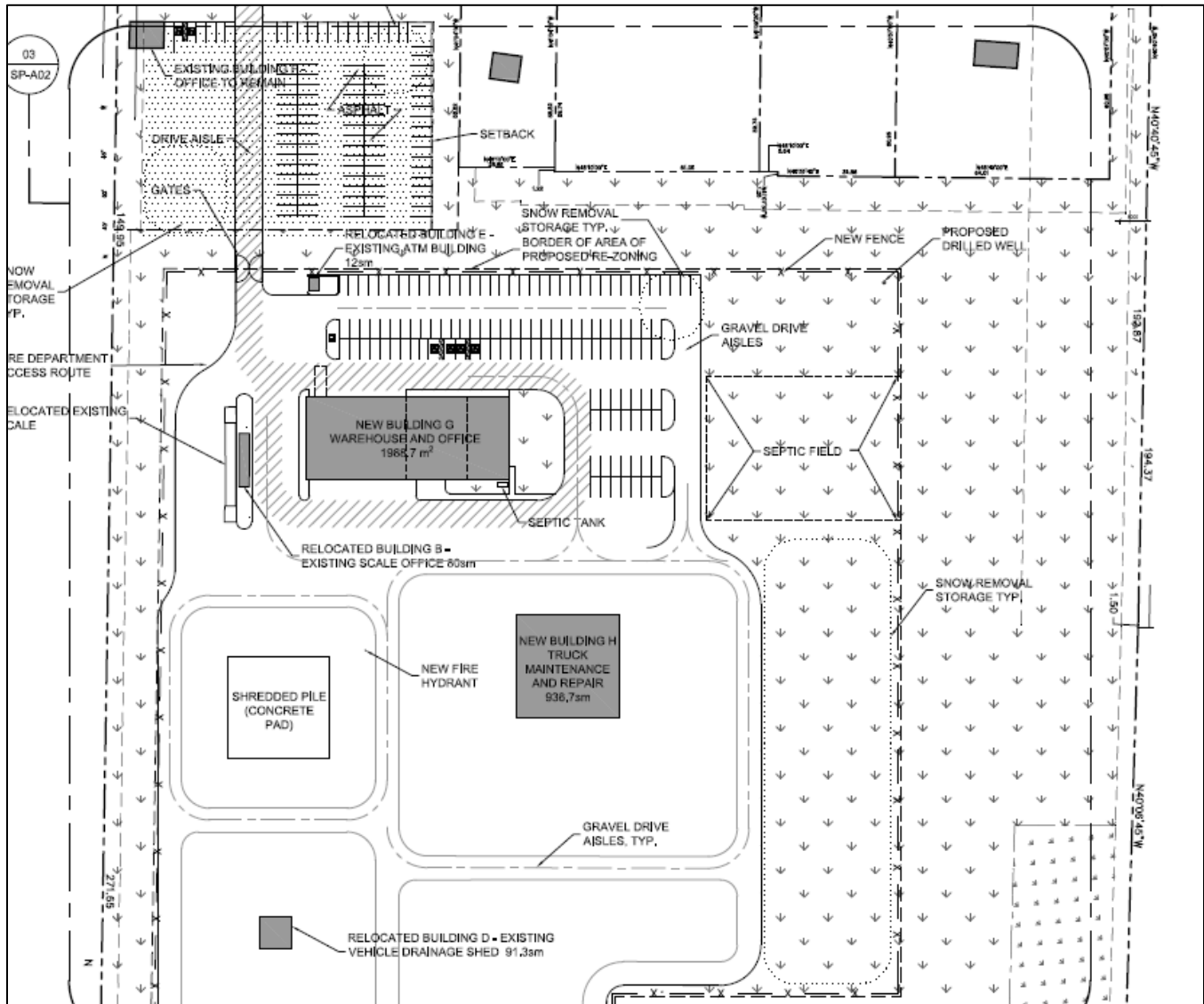


Figure 4: Extract from the Proposed Site Plan

The east and southern portions of the subject site will remain undeveloped and will be re-naturalized where as part of the proposed development.

The proposed Site Plan represents a significant improvement of the subject site's layout, functions and facilities, and of the salvage yard's impact on adjacent properties. The more disruptive operations will be relocated further south on the subject site to avoid any adverse impacts on the residential dwellings along Flewellyn Avenue. Additionally, adequate onsite stormwater infrastructure will be provided to capture sediment that is picked up by overland flow.



### 3.1 New Building Massing and Elevations

The proposed development will feature two (2) new buildings in addition to existing buildings or structures that will be relocated or remain in place. Building G on the accompanying Site Plan includes warehousing and office space. Building H on the accompanying Site Plan is a truck maintenance and repair building. Both buildings will feature a low-rise commercial built form as illustrated in the elevations below.

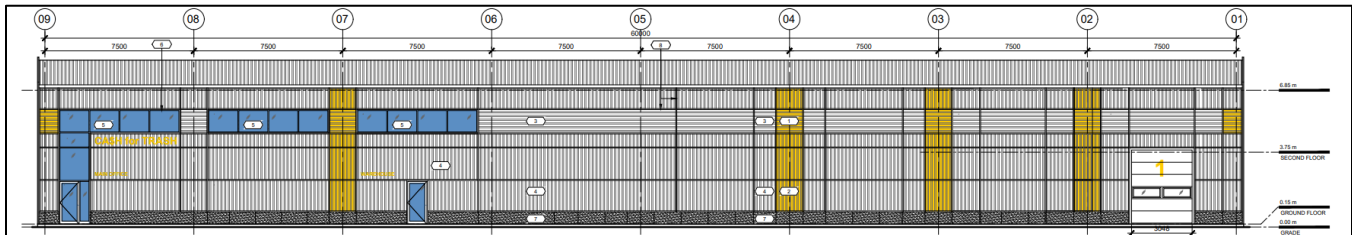


Figure 5: Building G - North Elevation

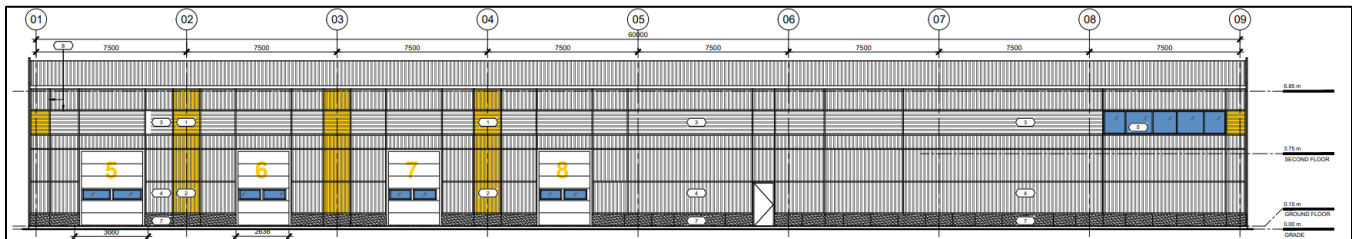


Figure 6: Building G - South Elevation

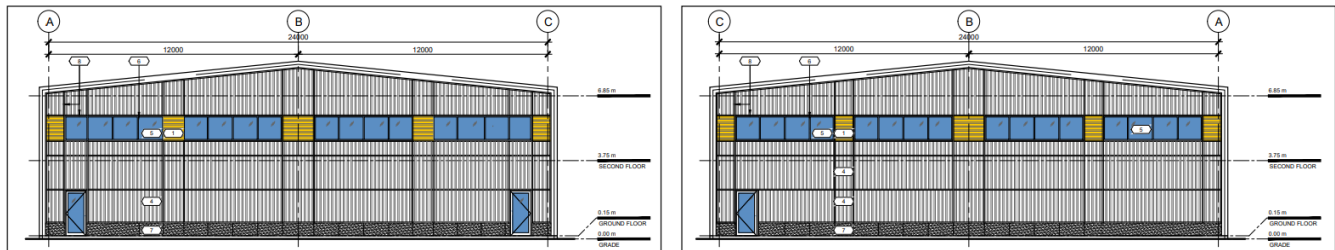


Figure 7: Building G - West Elevation (left) & East Elevation (right)

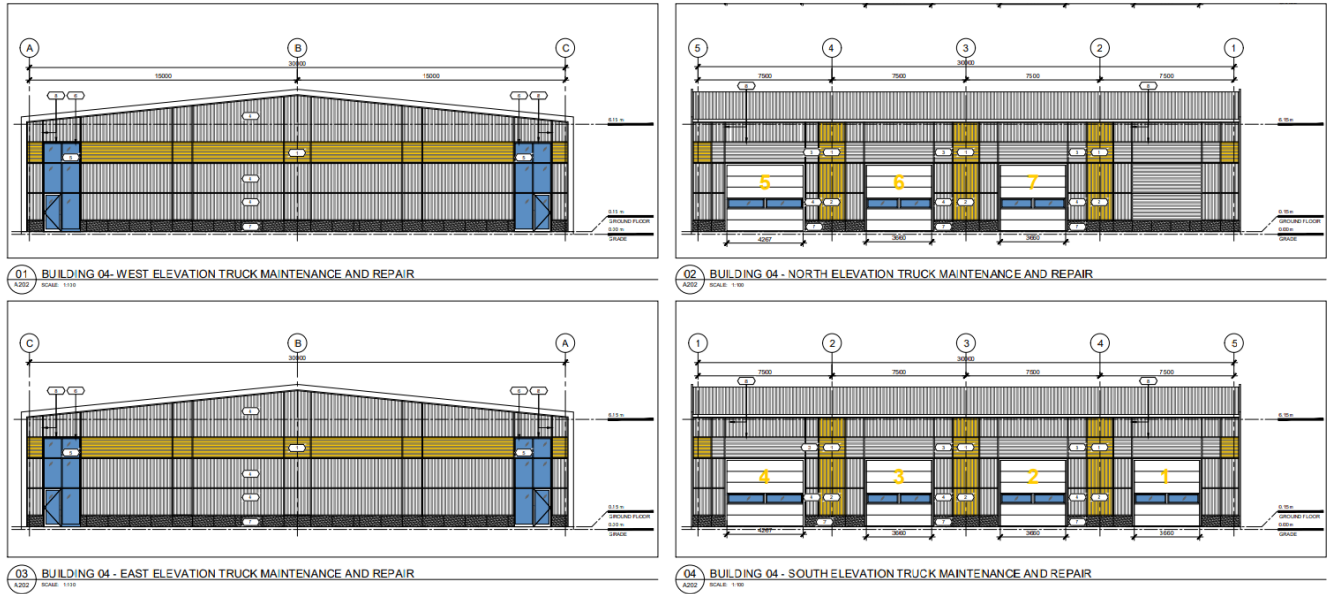


Figure 8: Building H – Elevations

## Policy and Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land uses planning and development in Ontario. The PPS is a policy statement issued under Section 3 of the Planning Act and came into effect on October 20, 2024. It replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, integrating them into a single, province-wide policy statement. Section 3 of the Planning Act requires that decisions affecting planning matters be “consistent with” policy statements issued under the Act.

**Section 2.1** of the PPS provides policy direction for planning for people and homes. Policy 6 provides direction to support the achievement of complete communities by:

- a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities, and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
- b) Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**Section 2.5** of the PPS establishes the following policies for Rural Areas within Municipalities.

Policy 2.5.1 states that healthy, integrated and viable rural areas should be supported by:

- a) Build upon rural character, and leveraging rural amenities and assets;
- b) Promoting regeneration, including the redevelopment of brownfield sites;
- c) Accommodating an appropriate range and mix of housing in rural settlement areas;
- d) Using rural infrastructure and public service facilities efficiently;
- e) Promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and sustainable management of use of resources;
- f) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- g) conserving biodiversity and considering the ecological benefits provided by nature;
- h) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 4.3.

**The subject site is appropriate for context-sensitive industrial development which will be supported by rural infrastructure in the form of the existing rural road network and proposed private water and wastewater infrastructure. The proposed development promotes the diversification of the economic base and employment opportunities in the rural area. The proposed development is appropriate for the surrounding character, given the subject site’s location adjacent to an existing aggregate resource operation.**

**The proposed development represents a more formal and orderly use of the subject site compared with the current operation, and will provide for an adequate buffer to adjacent ecological features, protecting them in the long term. Even with the temporary nature of the adjacent mineral aggregate operation, the proposed development will thus be sited to ensure reduced impacts to adjacent properties.**

**Section 2.6** of the PPS establishes the following policies for Rural Lands within municipalities

Policy 2.6.1 states that on rural lands located in municipalities, permitted uses are:

- a) the management or use of resources;
- b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);
- c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate sewage and water services;
- d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;
- e) home occupations and home industries;
- f) cemeteries; and
- g) other rural land uses.

Policy 2.6.2 states that development that can be sustained by rural service levels should be promoted.

Policy 2.6.3 states that development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.

Policy 2.6.4 states that planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

**The proposed development is compatible with the rural landscape, will be supported by the existing rural road network and proposes private water and wastewater infrastructure, avoiding the need for expansion of municipal infrastructure. The subject site is appropriate for the proposed uses as adequate space can be provided to separate the use from other sensitive uses. Additionally, the proposed development supports the diversification of the rural economy.**

**Section 2.8.1** of the PPS establishes the following policies to support a modern economy.

Policy 2.8.1.1 states that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*; and
- e) addressing land use compatibility adjacent to *employment areas* by providing an appropriate transition to *sensitive land uses*.

**The salvage yard operation will contribute to the rural economy by providing employment opportunities while broadening the range of employment uses in the area. The subject site is well positioned to accommodate the level of employment proposed.**

**Section 4.1** of the PPS establishes the following policies to protect Natural Heritage.

Policy 4.1.1 states that natural features and areas shall be protected for the long term.

**An accompanying Environmental Impact Study (EIS), prepared by BCH Environmental Consulting, outlines the mitigation measures to ensure any natural features and their ecological functions are respected and protected. The proposed development has been designed to respect the subject site's surrounding natural and environmental features to ensure their long-term protection and prosperity.**



Policy 4.1.4 states that development and site alteration shall not be permitted in:

- a) significant wetlands in Ecoregions 5E, 6E and 7E<sup>1</sup>; and
- b) significant coastal wetlands.

**No development or site alteration is proposed within a provincially significant wetland.**

Policy 4.1.6 states that development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

**A minimum 30-metre setback from adjacent fish habitat is being implemented on the subject site as recommended in the EIS prepared by BCH Environmental Consultants Inc.**

**Section 4.6** of the PPS establishes policies for the conservation of cultural heritage and archeology.

Policy 4.6.2 states that planning authorities shall not permit development and site alteration on lands containing archeological resources or areas of archeological potential unless the significant archeological resources have been conserved.

**Phase 1 and 2 Archaeological Assessments were prepared for the subject site which confirm that there are no archeological resources onsite.**

**Overall, the proposed development is consistent with the Provincial Planning Statement (2024).**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

### 4.2.1 Economic Development

Per Section 2.2.2 of the Official Plan, the role of the Official Plan in economic development is to establish through land use policies a framework that will contribute to the sustainability, resiliency, diversification and growth of the local economy. The land use policies should support existing and emerging industries, businesses and services at all scales and within all geographic areas of the City, rural, suburban and urban.

Per Policy 9 of Section 2.2.2 of the Official Plan, Ottawa's rural area plays an important economic function in Ottawa and is dominated by high-value industries such as agriculture, construction, mineral extraction, manufacturing and warehousing. By providing greater flexibility in land uses throughout the general area while ensuring protection of prime agricultural lands, the City will encourage the growth of businesses which support the rural community.

The economic activities in the rural area are varied and provide an important function to the city. It is critical to protect important resources as well as strategic locations for current and future use while allowing for innovation and flexibility for complementary uses in order to support growth and a sustainable rural economy. Industry jobs such as agriculture and resource extraction primarily occur in the rural areas and are protected as Agricultural Resource Areas, Bedrock Resource Areas and Sand and Gravel Resource Areas. While these employment sectors may not be dense employment areas, they comprise a significant land area.

The proposed development represents an appropriate land use for Ottawa's rural transect and advances the economic activity in the area while being compatible with the adjacent Bedrock Resource Area.

#### 4.2.2 Transect and Land Use Designation

The subject site is located within the Rural Transect Area and is designated Rural Countryside as identified on Schedule B9 – Rural Transect of the Official Plan.

The Rural Transect Area accounts for approximately 80 per cent of the City's total land area. The use of land in this transect area varies in intensity, from untouched natural areas and cultivated farmland to more intense development within villages and commercial industrial areas. The Rural Transect areas provide for a range of social and economic activity and the policies are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting economic development for rural businesses in recognition of their valuable contributions to the regional economy.

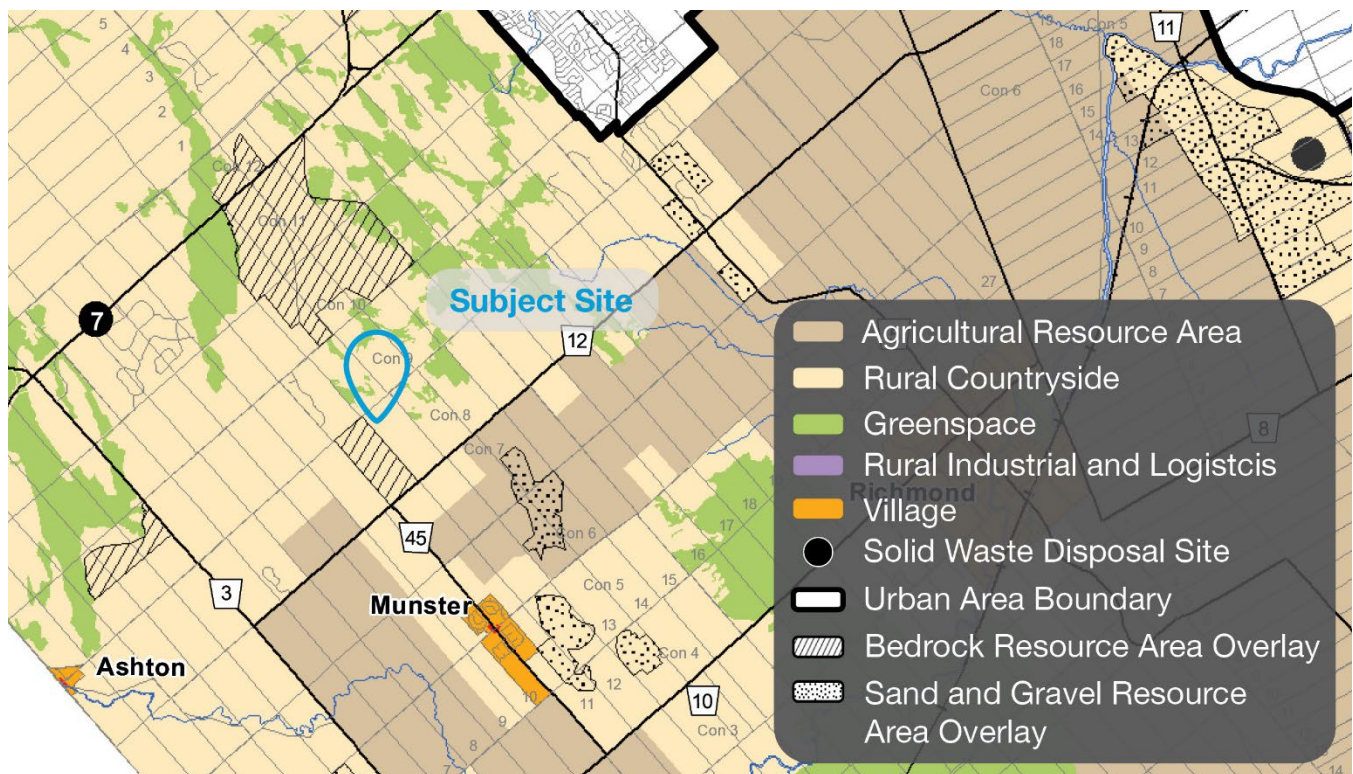


Figure 9: Schedule B9 - Rural Transect

The following Rural Transect policies apply to the subject site and proposed development.

Policy 1 in Section 5.5.1 states that the built form in the Rural Transect area, where development is permitted shall be low-rise.

- b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and
- c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved area far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall

be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be use to enhance the site frontage.

Policy 2 in Section 5.5.1 states that development in the Rural Transect area shall:

- a) Be of low density throughout, with the majority of residential and commercial and institutional uses concentrated within Villages;
- b) Allow for higher densities within serviced Villages;
- c) Allow for uses that integrate well with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to quality and quantity of groundwater for the surrounding area; and
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit services.

**The proposed development meets the applicable Rural Transect policies. In particular, the proposed development seeks to locate the majority of its operations further away from the subject site's frontage along Flewellyn Road, and will aim to screen the development from the Flewellyn Road right-of-way through soft landscaping. These proposed design details will help maintain the rural character of the area. The subject site can also provide adequate servicing to the proposed development, as confirmed by accompanying technical studies.**

The Rural Countryside designation is made up of a variety of low-intensity uses such as farming, small-scale industries and outdoor recreation and tourism supportive uses such as golf courses, vacation properties or bed and breakfasts. The Rural Countryside also contains clusters of low-density residential units which pre-date this plan. The intent of this designation is to accommodate a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and support industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved.

Policy 1 in Section 9.2.2 states that the following land uses may be permitted within the Rural Countryside designation:

- a) Forestry, conservation and natural resource management activities;
- b) Agriculture, agriculture-related and on-farm diversified uses;
- c) Residential uses according to the policies of this plan;
- d) Animal services boarding, breeding and training and equestrian establishments;
- e) Bed and breakfasts;
- f) Utility Installations;
- g) Cemeteries; and
- h) Sand and gravel pits.

**While the list outlined above does not include industrial uses such as a vehicle salvage operation, the list is not intended to be exhaustive. Additional uses may be permitted where appropriate, as outlined in Policy 2 of Section 9.2.2, which is discussed below.**

Policy 2 b) in Section 9.2.2 states that small scale light industrial and commercial uses may be permitted through a Zoning By-law amendment where all of the following criteria are met:

- i) uses are necessary to serve the local rural community or the travelling public, such as restaurant, gas station, private medical or medical related-clinics, veterinary services, personal service or motel;

The proposed development provides a useful service for the recycling of end-of-life vehicles, which is a necessary service for rural residents, among other customers. The automobile salvage yard also provides useful employment opportunities for the local area. The facility supports metal recycling and reuse, contributing to environmental sustainability.

Compatibility of this light industrial use within the wider rural area will be improved through the formalization of the current onsite use, introduce a minimum 30-metre buffer to protect nearby ecological features, include soft landscaping along Flewellyn Road, and relocate operations further to the south to help preserve the rural streetscape.

It is important to note that this proposal does not seek to establish a new use, with the existing salvage yard use already being permitted on the subject site. Rather, this proposal seeks to expand and formalize the existing use in a manner that will improve operations and lessen impacts on the surrounding area.

- ii) The lands are within 200 metres of an arterial or collector road and can be safely accessed;

**The subject site abuts Flewellyn Road which is classified as a collector. The proposed development will include direct access to Flewellyn Road.**

- iii) The lands are located beyond 1 kilometre of an Urban or Village boundary, or where located less than 1 kilometre from a Village boundary, it can be demonstrated that there is insufficient opportunity for these types of uses to be established within the Village;

**The subject site is located beyond 1 kilometre of an Urban Boundary or Village boundary. The subject site is approximately 3.5 kilometres from the Village of Munster, the closest village.**

- iv) The lands are not adjacent to lands designated as Agricultural Resource Area;

**The subject site is designated Rural Countryside and is not adjacent to any lands designated as Agricultural Resource Area.**

- v) The development can be supported by services available according to applicable provincial regulations;

**The proposed development will be supported by adequate private servicing including stormwater management.**

- vi) The scale of the development is suitable for a rural context and where the size of each commercial occupancy will not exceed 300 square metres of gross leasable floor area; and

**The scale of the development is appropriate for its current context, adjacent to a large, existing mineral extraction operation that will remain in place in the short- to medium-term. The proposed development includes a limited Gross Floor Area of buildings, indicating that there is a relatively low density of buildings and employees on the subject site., Although the salvage yard use requires significant space for open storage, the use of the subject site is generally not intensive.**

**The proposed development also seeks to normalize and improve an existing situation by locating the existing salvage yard use further away from nearby residential uses. The proposed development incorporates measures such as landscaped buffers and generous setbacks from Flewellyn Road to help make the salvage yard use more suitable for its rural context.**



- vii) The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access, mitigate incompatibilities with adjacent residential uses and to integrate appropriately with rural character and landscape.

**The proposed salvage yard will be set back a significant distance from the road, and 27 to 30 metres from the nearest adjacent residential uses. As noted above, the proposed development will relocate the existing salvage yard use further into the subject site, thereby providing a greater separation distance from nearby residential uses.**

**The automobile salvage yard use can be considered a light industrial use based on the following factors:**

- / **The salvage yard's operations are limited to daytime hours.**
- / **The salvage yard use incorporates a relatively limited number of employees and Gross Floor Area of onsite buildings.**
- / **A noise study prepared by Gradient Wind Engineering Inc. indicates that the proposed development is expected to be compatible with surrounding noise-sensitive dwellings.**
- / **The salvage yard use is not anticipated to cause any dust, odour, or vibration impacts offsite.**

**Further, the salvage yard's open storage of vehicles and other scrap is proposed to be located a significant distance from any nearby sensitive uses, with landscaped buffering providing additional separation and screening. The proposed development would place the nearest outdoor shredded pile over 200 metres from the property line abutting Flewellyn Road, and over 120 metres from the lot line of the nearest dwelling on the south side of Flewellyn, thereby mitigating visual impacts associated with the salvage yard use.**

**Provincial Guideline D-6 – Compatibility Between Industrial Facilities outlines criteria for classifying industrial land uses based on factors such as emissions, operational scale, processes, hours of operation, and overall intensity. It aims to minimize potential adverse effects—such as noise, odour, and dust—by addressing land use incompatibilities. One approach is to establish a buffer between industrial uses and sensitive land uses to reduce the risk of air quality and noise impacts. The guideline categorizes industries according to their potential for fugitive emissions and assigns a corresponding area of influence and recommended minimum separation distance from sensitive land uses for each class.**

**It is Fotenn's opinion that the D-6 Guideline does not apply; per Section 1.2.4 of the D-6 Guideline, this guideline does not apply to, among others, waste management facilities and waste processing facilities that require a Waste Certificate of Approval. It is also important to note that D-series guidelines do not apply to existing situations, including where land uses considered incompatible with each other already exist. In the proposed development's case, no new use is proposed. Although the proposed rezoning does consist of an expansion of the existing use, it should be noted that the use is proposed to be relocated and expanded further away from nearby sensitive land uses.**

**Notwithstanding the above, the proposed development meets the intent of the Province's Land Use and Compatibility Guidelines by introducing significant separation distances and landscape buffering between the salvage yard use (and, more particularly, its outdoor scrap and storage component) and nearby sensitive uses, thereby reducing visual impacts.**

**Overall, the proposed development meets the intent and purpose of the Official Plan's Rural Countryside designation by proposing a land use that is appropriate for its rural location and serves local residents, while ensuring that the character of the rural area is preserved.**

#### **4.2.3 Protection of Health and Safety**

Section 10 of the Official Plan provides policies for the Protection of Health and Safety. One of the main objectives of these policies is to minimize incompatible land uses. Section 10.2 of the Official Plan provides direction for the review of development applications to achieve this objective.

Section 10.2.1 of the Official Plan outlines policies for environmental noise control. The goal of environmental noise control is to provide guidance between land uses that are noise sensitive and land uses that are sources of noise such as roads, railways, employment areas and equipment for building facilities. The objective of environmental noise control is to provide for improved and more liveable and healthy environments in the planning of new neighbourhoods, in development and intensification of older neighbourhoods.

Policy 1 of section 10.2.1 states that all development shall comply with the City's Environmental Noise Control Guidelines which are based on the applicable Provincial noise guidelines [currently NPC – 300, MOEE 2013].

Policy 2 of section 10.2.1 states that all noise studies prepared in support of development shall be consistent with the City's Environmental Noise Control Guidelines and shall include noise mitigation and a warning clause where necessary, as a condition of approval.

**Gradient Wind Engineering Inc. was retained to undertake a stationary noise assessment in support of Zoning By-Law Amendment (ZBA) and Site Plan Control (SPA) applications for the proposed salvage yard. The results of the current study indicate that stationary noise levels received at nearby noise sensitive dwellings, generated by the relocated waste processing and recycling operations, are expected to comply with ENCG sound level limits for a Class 2 area at all points of reception. The proposed relocation shifts sources of stationary noise farther away from points of reception, resulting in a reduction of noise received at the adjacent residential dwellings as compared to current conditions. The proposed development is expected to be compatible with the surrounding noise-sensitive dwellings.**

#### **4.2.4 Aggregate Overlay**

The subject site is located within 500 metres of lands with the Bedrock Resource Overlay, as identified on Schedule B9, (Figure 9, above). Therefore, the following policies in section 5.6.3.2 of the Official Plan apply:

Policy 5.6.3.2 3) states that new development shall not be approved within 500 metres of lands within the Bedrock Resource Area Overlay, or within 300 metres of lands within the Sand and Gravel Resource Area Overlay, unless it can be demonstrated that such development shall not conflict with future mineral aggregate extraction. Conflicting land uses are new sensitive land uses that interfere with mineral aggregate extraction, including but not limited to:

- a) The creation of new lots;
- b) Rezoning to permit dwellings or lodging places; and
- c) Small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.

**The proposed uses for 7628 Flewellyn Road are not considered sensitive land uses and do not conflict with future mineral extraction of the adjacent pit and quarry at 7676 Flewellyn Road. The proposal does not include the creation of new lots, rezoning to permit dwellings or lodging places, or small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.**

Policy 5.6.3.2 4) states that new development may be approved within 500 metres of an existing licenced bedrock quarry or within 300 metres of an existing sand and gravel pit if it can be demonstrated that the existing mineral aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by development.

Policy 5.6.3.2 5) states that where the City approves the development of land in accordance with the Policies 3) or 4) above, it may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.

**The land uses proposed as part of the Zoning By-law Amendment application for 7628 Flewellyn Road do not represent uses that are incompatible with the adjacent mineral aggregate resource. The proposed industrial uses would not be impacted by the current use of the adjacent pit and quarry and would not pose any impact on the active and future operation of the adjacent pit and quarry.**

#### **4.2.5 Water Resources**

Section 4.9 of the Official Plan outlines policies to protect, improve or restore the quality and quantity of surface water features and groundwater features; keep watercourses in a natural state while managing erosion, slope stability and flooding concerns; restrict or limit development and site alteration near surface water and groundwater features; and implement the policies of the Mississippi-Rideau Source Protection Plan and the Source Protection Plan for the Raisin-South Nation Source Protection Region.

Policy 4.9.4(2) states that the protection of groundwater features and their hydrologic functions will occur in the following ways:

- a) Preparing and implementing the recommendations of watershed plans, subwatershed plans and site-specific groundwater assessments consistent with Council-approved direction;
- b) Development or site alteration shall only be permitted in or near groundwater features where it has been demonstrated, to the satisfaction of the City, that these features and their related hydrologic functions shall be protected and, where possible, improved or restored; and
- c) Development and site alteration shall be consistent with the conclusions and recommendations of an approved hydrogeological and terrain analysis report.

Policy 4.9.5(1) states that any activity or use within designated vulnerable areas shown on Schedule C15, that is considered a significant drinking water threat, shall conform with all applicable approved Source Protection Plan policies and may be prohibited, restricted or otherwise regulated. Related municipal decisions shall conform with the mapping and policies contained within the most recent version of the applicable Source Protection Plan.

**As detailed in the Hydrogeological and Terrain Analysis prepared by Paterson Group, dated August 4, 2025, the subject site and surrounding areas have been designated as a Highly Vulnerable Aquifer (HVA), and Wellhead Protection Area D (score of 2) within the Mississippi-Rideau Source Protection Plan (MRSP), and are identified as two of four groundwater related vulnerable areas identified within the Clean Water Act (2006). The four vulnerable areas consist of Significant Groundwater Recharge Area (SGRA), Highly Vulnerable Aquifer (HVA), Intake Protection Zone (IPZ ) and wellhead protection area (WHPA).**

**Based upon the designation of an HVA and WHPA, the MRSP provides a list of activities that are prohibited, managed or encouraged to change dependent upon the vulnerable area type. The subject site is mapped to be in WHPA D (Source Protection Atlas), however has a score of 2 (MRSP). There is no prohibition of land uses on the subject site based upon its existing usage.**

**Therefore, there are no related requirements for an HVA or WHPA D (score of 2) with a score of less than 8 at this location.**

**Overall, the proposed development conforms with the City of Ottawa Official Plan.**

### 4.3 City of Ottawa Zoning By-law (2008-250)

The northwest portion of the subject site is zoned RG1 [21r] – Rural General Industrial Zone, Subzone 1, Rural Exception 21, and the balance of the subject site is zoned RU – Rural Countryside Zone in the City of Ottawa Comprehensive Zoning By-law (2008-250).

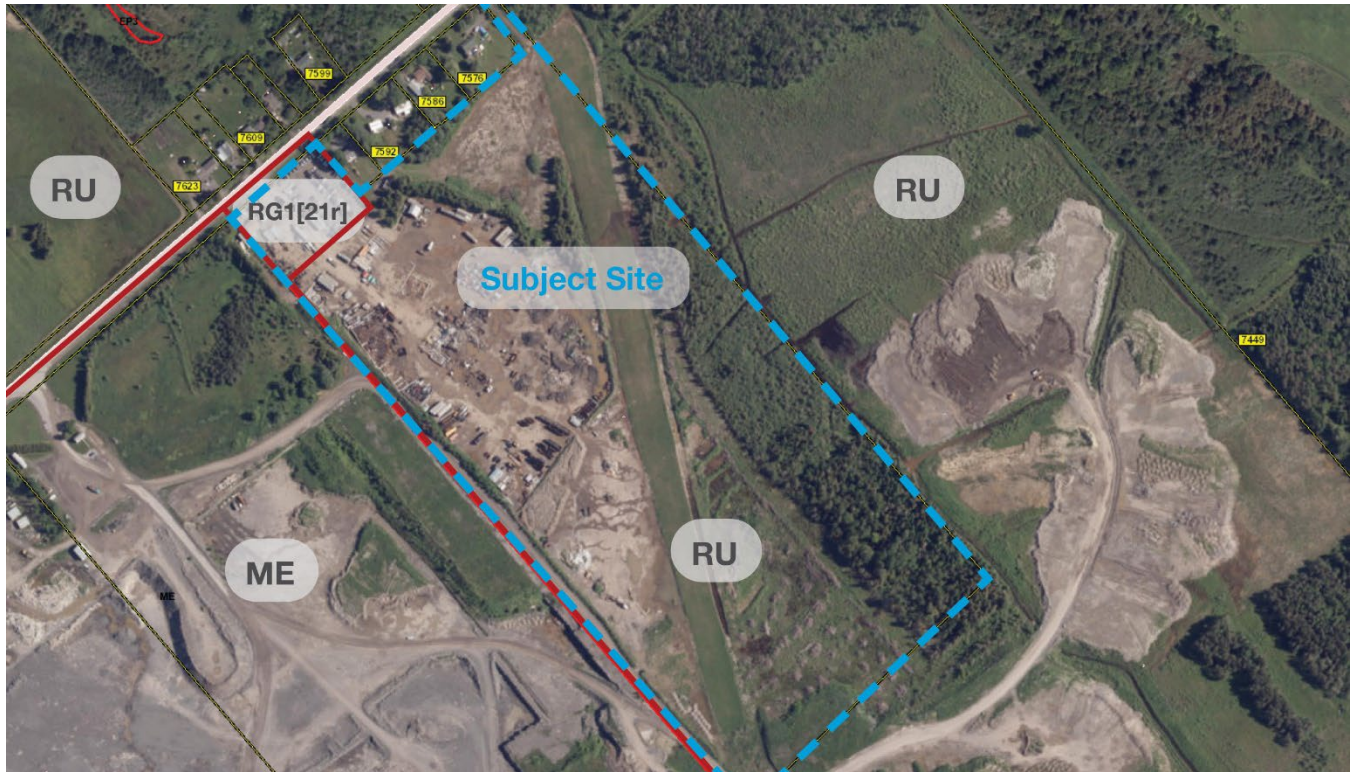


Figure 10: Zoning Map of the Subject Site and surrounding area, taken from GeoOttawa

The purpose of the Rural General Industrial Zone is to permit the development of light industrial areas,

- / permit the development of light industrial uses in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment in the Official Plan;
- / accommodate a range of light industrial uses and limited service commercial uses for the travelling public; and,
- / regulate development in a manner that respects adjacent land uses and will have minimal impact on the rural area.

Exception 21r, which applies to the front portion of the subject site abutting Flewellyn Road, includes as a permitted use a detached dwelling, which must be accessory to a permitted use.

Per Figure 11 below, the existing RG1 zone is proposed to be extended to the proposed development's extents, with the balance of the subject site located outside the proposed development continuing to be zoned RU.

Within the RG1 zone, the following land uses are permitted:

- |                                |  |
|--------------------------------|--|
| / Animal care establishment    | / Cannabis Production Facility, and contained within a building that is not a greenhouse |
| / Animal hospital              | / Dwelling unit (limited to a caretaker)   |
| / Automobile body shop         | / Gas Bar  |
| / <b>Automobile dealership</b> | / Heavy equipment and vehicle sales  |
| / Automobile service station   |  |



- / Kennel
- / Leaf and yard waste composting facility
- / Light industrial uses
- / Parking lot
- / Printing plant
- / Retail store (limited to the sale of agricultural, construction, gardening or landscape-related products)

- / Service and repair shop
- / **Storage yard**
- / Truck transport terminal
- / Warehouse
- / **Waste processing and transfer facility (non-putrescible)**

The RG1 zone also permits the following conditional uses, which must be located on the same lot as a use listed above:

- / Animal care establishment
- / Bank machine
- / Bar (must be ancillary to a permitted brewery, winery or distillery; and may not have a gross floor area exceeding the lesser of 300 square metres, or 25% of the floor area of the brewery, winery or distillery to which it is ancillary)
- / Car wash
- / Convenience store
- / Personal service business
- / Restaurant
- / Retail store (limited to the sale of goods, service or materials provided by a use permitted above)

Rural Exception 21 includes a detached dwelling as permitted use; the detached dwelling must be accessory to a permitted use). The rezoning proposes to remove the rural exception in recognition of the industrial activities onsite.

The table below evaluates the subject site's and proposed development's compliance to the RG1 provisions and other applicable provisions of the Zoning By-law:

<b>Zoning Mechanism</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Minimum Lot Area</b> Table 220A	8,000 square metres (0.8 hectares)	207,250 square metres (20.725 hectares)	<b>Yes</b>
<b>Minimum Lot Width</b> Table 220A	60 metres	114 metres	<b>Yes</b>
<b>Minimum Front Yard Setback</b> Table 219 (c)	15 metres	14.89 metres* (existing Building F)	<b>No*</b>
<b>Minimum Rear Yard Setback</b> Table 219 (d)	15 metres	> 100 metres	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b> Table 219 (e)	8 metres	3.7 metres* (existing Building F)	<b>No*</b>
<b>Maximum Principal Building Height</b> Table 219 (g)	15 metres	~7 metres	<b>Yes</b>
<b>Maximum Lot Coverage</b> Table 219 (h)	50 percent	1.6 percent	<b>Yes</b>

<b>Zoning Mechanism</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Outdoor Storage</b>	<p>(a) outside storage is not permitted within any required front yard or corner side yard</p> <p>(b) outside storage must be screened from abutting residential uses or zones and public streets by an opaque screen at least 1.8 m in height from finished grade</p>	Outdoor storage will be screened from the street and located away from any abutting residential uses.	<b>Yes</b>
<b>Minimum Required Parking</b> Table 101 Area D	<p>Storage Yard (1 space per 100m<sup>2</sup> of GFA, 3,101.4 m<sup>2</sup>): 31</p> <p>Automobile dealership (2 space per 100 m<sup>2</sup> of GFA for a sales area, 81.4m<sup>2</sup>): 2</p> <p>Total: 33</p>	133 spaces	<b>Yes</b>
<b>Minimum Bicycle Parking</b> Table 111A(g)	<p>Light industrial uses: 1 per 1000 m<sup>2</sup> of gross floor area 4 spaces required</p>	4 spaces	<b>Yes</b>
<b>Minimum Driveway and Aisle Width</b> Table 107	6.7 metres	8 metres	<b>Yes</b>
<b>Minimum Required Loading Spaces</b> Table 113A	1 space	4 spaces	<b>Yes</b>
<b>Loading Space Dimensions</b> Table 113B	<p>Width: 3.5 metres</p> <p>Length: 7 metres</p>	<p>Width: 3.5 metres</p> <p>Length: 7 metres</p>	<b>Yes</b>
<b>Minimum Aisle Width for a loading Space</b> Table 113B	9 metres	9 metres	<b>Yes</b>

**\*The identified non-complying front yard and interior side yard setbacks are for a currently existing building. It is assumed that this building enjoys a legal non-conforming status. The proposed Zoning By-law Amendment intends to formalize this condition.**

#### 4.3.1 Proposed Zoning By-law Amendment

As noted above, a portion of the subject site is proposed to be rezoned to Rural General Industrial Zone, Subzone 1 – RG1 to match the current zoning of the front portion of the subject site, and a portion of the subject site along the rear portion of the east interior side yard is to be rezoned Environmental Protection Zone – EP in recognition of a watercourse running along the lot line. The lands to be rezoned to EP zone are proposed to be 30 metres wide to represent the required development setback from the watercourse. The balance of the lands is proposed to remain zoned Rural Countryside – RU.

The proposed rezoning will formalize the existing salvage yard into a formal light industrial facility with appropriate development standards that respect nearby sensitive land uses. The proposed Site Plan has been carefully designed to relocate noxious activities away from the exiting residential dwellings and provide for appropriate site circulation and stormwater management while respecting adjacent natural features and watercourses. The proposed development represents good planning and formalizes the current use of the subject site without impacting the economic feasibility of the business.

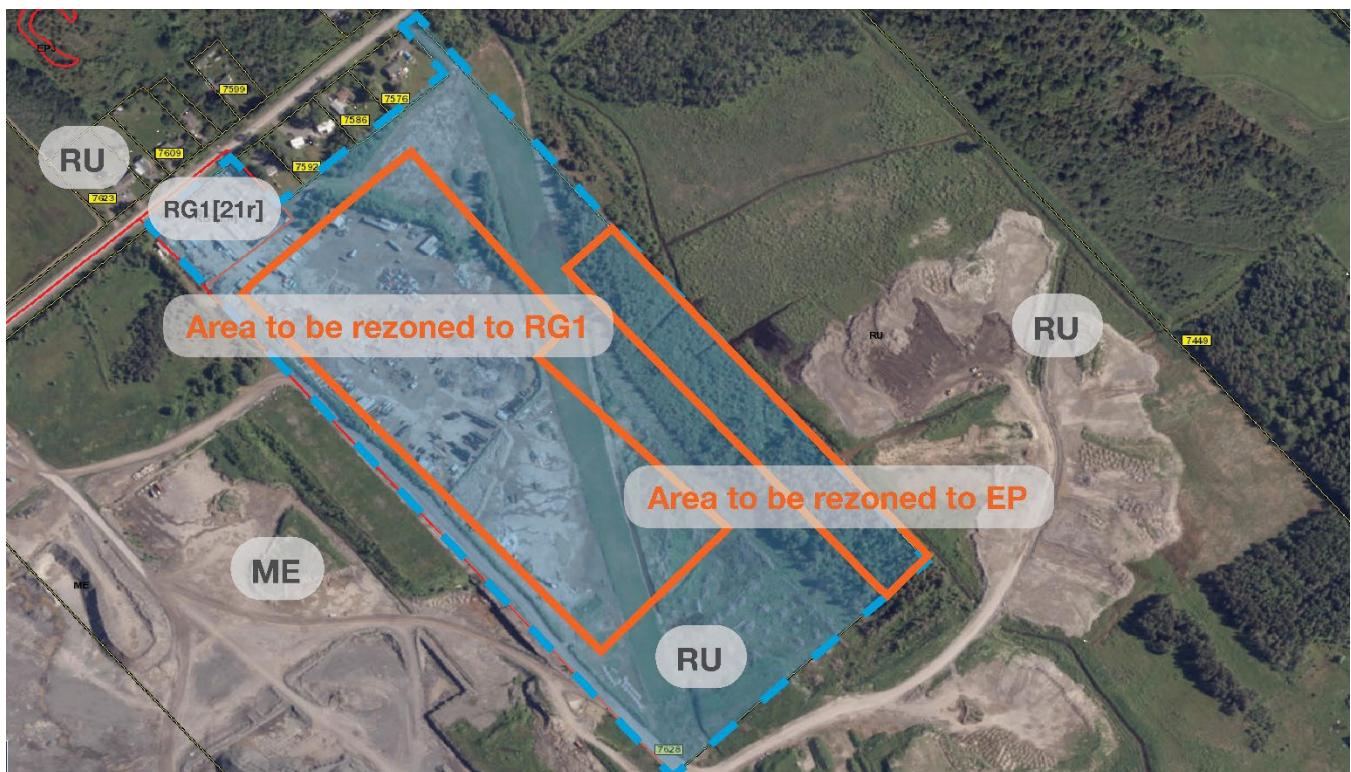


Figure 11: Area to be rezoned RG1

The proposed Zoning By-law Amendment would rezone a portion of the lands identified on Figure 11 above from RU to EP and R1G with the following site-specific exceptions:

- / Prohibited land uses include:
  - Animal care establishment; Animal hospital; Cannabis Production Facility; Convenience store; Dwelling unit (limited to a caretaker); Gas Bar; Bar; Kennel; Personal service business; and Restaurant.
- / Minimum required front yard setback for an existing building: 14.8 metres.
- / Minimum required interior side yard setback for an existing building: 3.7 metres.

## Integrated Environmental Review

The purpose of the IERS is to provide a summary of how the proposed development incorporates the key recommendations of the Environmental Impact Study. An EIS was prepared by BCH Environmental Consulting Inc. for the subject site in support of this Zoning By-law Amendment application. The findings and recommendations of this study, as well as the other technical studies have provided below. The purpose of this IERS is to demonstrate how the proposed development incorporates the recommendations provided in the technical studies to demonstrate its compliance with relevant Official Plan policies.

### 5.1 Summary of Technical Studies

This section provides an overview of the technical studies that were completed in support the Zoning By-law Amendment application for the subject site. A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study. Each summary uses the exact language and wording in the technical study, where possible.

#### 5.1.1 Stormwater Management Report and Servicing Brief, prepared by LRL, dated January 2024, revised September 2024

LRL was retained to prepare a Stormwater Management Report and Servicing Brief for the proposed development. The Report presents the rationale and details for the servicing design requirements for the subject site. The servicing requirements for the development are summarized below.

##### Stormwater Quantity

The site will include a detention area outlet at the northeast side of the site (rear end) and adheres to the following quantity control measures:

- / The post-development flows for the 5-year and 100-year storm events will be less than or equal to pre-development release rates, respectively.
- / Stormwater quantity control rates will be met with the storm -sewer pipe to limit and control stormwater flow leaving a storm water detention area.

##### Stormwater Quality

- / The site design uses low-impact development measures on the controlled watershed to achieve the goal of 80% TSS removal; uncontrolled watersheds are grassed areas and considered clean water.
- / Stormwater quality control objectives will be met with the installation of a Stormceptor EF012 oil and grit separator (or approved equivalent) at the outlet of the stormwater detention area.

##### Domestic Water

- / The proposed new supply well is anticipated to adequately service the proposed construction.

##### Sanitary Sewer

- / A new septic system will be designed to accommodate the sanitary discharge from the proposed buildings.

#### 5.1.2 Stationary Noise Assessment, prepared by Gradient Wind Engineering Inc., dated April 21, 2023, revised September 3, 2024



Gradient Wind Engineering Inc. was retained to undertake a stationary noise assessment in support of Zoning By-Law Amendment (ZBA) and Site Plan Control (SPA) applications for the proposed development.

The assessment was performed based on (i) theoretical noise calculation methods conforming to the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (ii) Ministry of the Environment, Conservation and Parks (MECP) NPC-300 guidelines; (iii) site plan drawings by McRobie Architects dated February 2023; (iv) a site visit conducted by Gradient Wind on November 1, 2021; (v) Gradient Wind's experience with similar developments, and; (vi) recent satellite imagery.

The results of the current study indicate that stationary noise levels received at nearby noise sensitive dwellings, generated by the relocated waste processing and recycling operations, are expected to comply with ENCG sound level limits for a Class 2 area at all points of reception. The proposed relocation shifts sources of stationary noise farther away from points of reception, resulting in a reduction of noise received at the adjacent residential dwellings as compared to current conditions. The proposed development is expected to be compatible with the surrounding noise-sensitive dwellings.

### **5.1.3 Geotechnical Investigation, prepared by Paterson Group, dated August 16, 2021**

Paterson Group was retained to conduct a geotechnical investigation for the proposed expansion to the existing commercial development. The objectives of the geotechnical investigation were to:

- / Determine the subsoil and groundwater conditions at this site by means of a borehole program.
- / Provide geotechnical recommendations pertaining the design of the proposed development including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is suitable for the proposed building. It is recommended that the proposed building be supported on conventional spread footings placed over the undisturbed glacial till or clean, surface sounded bedrock.

Due to the relatively shallow bedrock depth across the site, it is anticipated that bedrock removal will be required for building construction and site servicing. All contractors should be prepared for bedrock removal within the subject site.

### **5.1.4 Phase I – Environmental Site Assessment, prepared by Paterson Group, dated May 3, 2021**

Paterson Group was commissioned by Cash for Trash Canada to conduct a Phase I – Environmental Site Assessment (Phase I ESA) for the subject site. The purpose of this Phase I ESA was to research the past and current use of the subject site and study area as well as to identify any environmental concerns with the potential to have impacted the subject site.

According to the historical research, the subject site was first developed for residential purposes sometime in the 1960's. The subject site was later repurposed into an automobile salvage yard and metal recycling facility in 2011. The use of the subject site as a salvage yard is considered to represent an Area of Potential Environmental Concern (APEC) with respect to the subject site.

The neighbouring lands in the vicinity of the subject site have historically been developed for residential purposes, with the exception of a large quarry operation adjacent to the west of the subject site. Due to the large spatial distance from any PCAs on the neighbouring quarry, this site is not considered to pose an environmental concern to the subject site.

Following the historical review, a site inspection was conducted to assess the present-day environmental conditions of the subject site. The subject site is currently being used as an automobile salvage yard and metal recycling facility. A fuelling station comprised of three (3) aboveground fuel storage tanks was observed within the salvage yard, located within the northern portion of the subject site. These fuel tanks are considered to represent an APEC with respect to the subject site. In addition, six (6) aboveground waste fluid storage tanks were observed adjacent to a temporary storage building,

currently housing an automobile fluid draining station. The waste fluid tanks and the fluid draining station are both considered to represent APECs with respect to the subject site.

The neighbouring lands within the vicinity of the subject site were generally observed to be used for residential purposes, with the exception of a neighbouring quarry operation. Due to the large spatial distance from any PCAs on the neighbouring quarry, this site is not considered to pose an environmental concern to the subject site.

Based on the findings of this assessment, it is Paterson Group's opinion that a Phase II - Environmental Site Assessment (ESA) would be required for the subject site. A Phase II ESA has been completed for the subject site and is described below.

#### **5.1.5 Phase I - Environmental Site Assessment Update, prepared by Paterson Group, dated April 4, 2023**

Paterson Group (Paterson) conducted a Phase I Environmental Site Assessment (ESA) Update for the aforementioned property. This report updates a Phase I ESA entitled "Phase I Environmental Site Assessment, 7628 Flewellyn Road, Ottawa, Ontario" prepared by Paterson Group Inc. (Paterson), dated May 3, 2021.

This update report is intended to meet the requirements for an updated Phase I ESA, as per the MECP O.Reg. 153/04, as amended. This update report is to be read in conjunction with the 2021 report.

Paterson's recommendations remain the same from the 2021 Phase I ESA.

#### **5.1.6 Phase II – Environmental Site Assessment, prepared by Paterson Group, dated July 6, 2021**

A Phase II ESA was conducted for the subject site. The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were considered to result in areas of potential environmental concern (APECs) on the subject site.

The subsurface investigation for this assessment was conducted on May 21 and May 25, 2021, and consisted of drilling six boreholes (BH1-BH6) throughout the subject site, three of which were instrumented with groundwater monitoring wells (BH1-BH3). Boreholes BH1-BH3 were drilled to depths ranging from approximately 9.91 m to 10.11 m below the existing ground surface and terminated within the bedrock, whereas boreholes BH4-BH6 were drilled to depths ranging from approximately 1.22 m to 2.24 m below the existing ground surface and terminated on practical refusal to augering on inferred bedrock. Three previously installed groundwater monitoring wells (MW1-MW3) were also located and utilized as part of this subsurface investigation.

In general, the subsurface soil profile encountered at the borehole locations consists of a thin (0.15 m) layer of brown silty sand with gravel and rock fragments, over top of interbedded limestone, dolostone, and shale bedrock.

Due to the shallow nature of the soil profile encountered at BH1-BH3 (less than 0.2 m of overburden), as well as the poor recovery of any surficial soils (mostly rock fragments), no soil samples were submitted for laboratory analysis.

As part of the previous subsurface investigation, completed by CM3 Environmental Inc. in December 2020, three soil samples were submitted for laboratory analysis of Benzene, Toluene, Ethylbenzene, Xylenes (BTEX), Petroleum Hydrocarbons (PHCs F1-F4), and Volatile Organic Compound (VOC) parameters. Based on the analytical test results, the concentration of PHCs F3 detected in the soil at MW1 was in excess of the selected MECP Table 6 commercial soil standards.

Groundwater samples were recovered from the monitoring wells installed in BH1-BH3 and submitted for laboratory analysis of VOCs and PHCs (F1-F4) parameters. Based on the analytical test results, all detected parameter concentrations in the groundwater samples analyzed are in compliance with the selected MECP Table 6 potable groundwater standards.

As part of the previous subsurface investigation, completed by CM3 Environmental Inc. in December 2020, three groundwater samples were recovered from the monitoring wells installed in MW1-MW3 and submitted for laboratory analysis of Benzene, Toluene, Ethylbenzene, Xylenes (BTEX), Petroleum Hydrocarbons (PHCs F1-F4), Volatile Organic Compound (VOC) parameters. Polycyclic Aromatic Hydrocarbons (PAHs), metals, and Polychlorinated biphenyl (PCB) parameters. Based on the analytical test results, the concentrations of several PAHs detected in the groundwater sample recovered from MW2 were marginally in excess of the selected MECP Table 6 potable groundwater standards.

As part of this current investigation, a resampling of this well was carried out, which included the recovery and submission of a groundwater sample for laboratory analysis of VOCs, PHCs (F1-F4), and PAHs parameters. Based on the analytical test results, all detected parameter concentrations are in compliance with the selected Ministry of the Environment, Conservation and Parks (MECP) Table 6 potable groundwater standards. Based on this, it is Paterson Group's opinion that the previous PAH results were not representative of the actual groundwater quality in this well.

Based on the findings of this assessment, as well as the previous subsurface investigation completed by CM3 Environmental Inc. in September 2020, PHC contaminated soil was identified in the vicinity of MW1. While this soil possesses no risk to the use of the subject site, considerations should be given to remediating this soil at the time of future site redevelopment. This will require the segregation of clean soil from impacted soils, the latter of which will require disposal at an approved waste disposal facility.

Prior to off-site disposal at a licensed landfill, a leachate analysis of a representative sample of contaminated soil must be conducted in accordance with Ontario Regulation 347/558.

It is recommended that Paterson personnel be present on-site during remediation activities to direct the excavation and segregation of impacted soil, as well as to conduct confirmatory sampling as required.

If the groundwater monitoring wells installed on-site are not going to be used in the future, or will be destroyed during future construction activities, then they must be decommissioned according to Ontario Regulation 903 (Ontario Water Resources Act), however, Paterson Group recommends that the wells be maintained for future sampling purposes if practical to do so. The monitoring wells will be registered with the MECP under this regulation.

#### **5.1.7 Hydrogeological Report and Terrain Analysis, prepared by Paterson Group, dated August 4, 2025**

Paterson Group was retained to conduct a Hydrogeological Report and Terrain Analysis in support of a Zoning By-Law Amendment for the proposed development. The purpose of this work has been to determine the suitability of the water supply aquifer underlying the site to service the expansion of the proposed commercial development.

Based on the information contained within the Hydrogeological Report and Terrain Analysis, the following conclusions can be drawn:

- / The water supply aquifer intercepted by TW1 is considered to be adequate to support the water quantity demands for the proposed commercial development.
- / The preferred water supply intercepted by TW1 contains a water supply that is potable and contains only elevated concentrations of hardness and TDS. The noted parameters can be treated with current readily available water conditioning equipment.
- / The sodium concentration was measured to be above the 20 mg/L reporting limit and, as such, the Medical Officer of Health for the City of Ottawa should be informed to assist area physicians in the treatment of local residents on sodium reduced diets.
- / A residential grade water softener is recommended to facilitate the removal of the hardness concentration if desired. If a water softener is used for the proposed development, the owner should be made aware that

additional sodium will be added to the water to reduce hardness. If desired, a point-of-use reverse osmosis system can be used to provide a drinking tap source.

- / The results of the water supply assessment have provided satisfactory evidence that the water supply aquifer underlying the subject site can support the proposed development from both a quality and quantity perspective.
- / The proposed development is sufficient in size to accommodate new sewage systems and meet all the regulatory separation criteria.
- / Future wells should be constructed in accordance with O.Reg. 903 and be installed similar to the well construction of TW1. Future wells should be installed with casing lengths of 12 m (double the standard length) and have a minimum of 30 m separation from all potential sources of contamination.
- / It is recommended that new wells be constructed upgradient of any proposed or existing septic systems on site, where possible.
- / The construction of an on-site sewage system should not affect the performance or water quality associated with a drilled well, contingent upon the on-site sewage system being designed in accordance with the Ontario Building Code (i.e properly sized sewage system and conforming to all separation distances) with a minimum 100 mm soil seal provided beneath the leaching bed/mantle area. A tertiary treatment system could be used to provide higher quality effluent and a reduced site footprint. A tertiary treatment system would require an annual maintenance contract.
- / A Sewage System Permit and Building Permit needs to be issued for the site prior to the commencement of construction.
- / The results of the Hydrogeological Report and Terrain Analysis have provided satisfactory evidence that the subject site can support the proposed expansion to the existing commercial with respect to water quality, quantity and sewage system placement.

#### **5.1.8 Environmental Impact Study, prepared by BCH Environmental Consulting Ltd., dated April 11, 2024**

An Environmental Impact Study (EIS) was prepared by BCH Environmental Consulting to assess the environmental impacts of the proposed Zoning By-law Amendment and Site Plan Control. The study was prepared in accordance with the City of Ottawa Environmental Impact Statement Guidelines (City of Ottawa 2015) with guidance from the Natural Heritage Reference Manual (OMNR, 2010). This EIS includes an assessment of the identified environmental constraints and the potential for Species at Risk.

The EIS provides the methodology to mitigate, as required, negative impacts caused by the proposed development on significant features and functions. The report includes mitigation measures for the Species at Risk and Migratory Birds Convention Act; fish habitat, watercourse and swale recommendations and mitigation measures; recommendation and mitigation for tree protection; climate change recommendations; and additional mitigation measures.

To conclude the EIS, it is the professional opinion of the author that with proper implementation and maintenance of the mitigation measures, the proposed development will not negatively impact the significant woodland, fish habitat, wetland, or any habitat of species at risk.

## **5.2 Mitigation Measures**

The following mitigation measures are proposed to protect the natural heritage features identified on and surrounding the subject site. These mitigation measures will be implemented as recommended by each discipline.



### **5.2.1 Fish Habitat, Watercourse and Swale Mitigation Measures**

- / A 30-metre setback from fish habitat is proposed and a 15-metre setback from the existing drainage swales is being proposed. All lands within the setbacks will to be maintained in a natural vegetated state.

### **5.2.2 Setback to Residential Properties along Flewellyn Road**

- / A 30-metre setback from the rear lot line of the existing residential lots along Flewellyn Road is proposed to provide for adequate separation from these more sensitive land uses. All lands within the setback will be softly landscaped.

### **5.2.3 Tree Protection Mitigation Measures**

- / Any tree in the vicinity of subject lands but not slated for removal will have its critical roots zone protected by sturdy temporary fencing at least 1.3 metres in height installed from the tree trunk to a distance of ten times the retained tree's diameter where possible (tree protective fencing will be required to be installed at a minimum of 2.5m from the edge of the retained woodland)
- / No grading, heavy machinery traffic, stockpiling of material, machinery maintenance and refueling, or other activities that may cause soil compaction are to occur within three metres of the critical root zone of the trees to be protected.
- / The root system, trunk, and branches of the trees to be protected are to be protected and not damaged. If any roots of trees to be retained are exposed during site alterations, the roots shall be immediately reburied with soil or covered with filter cloth, burlap or woodchips and kept moist until the roots can be buried permanently. A covering of plastic should be used to retain moisture during an extended period when watering may not be possible. Any roots that must be cut are to be cut cleanly to facilitate healing and as far from the tree as possible. Overhanging branches from protected trees that may be damaged during construction are to be pruned by a qualified arborist prior to construction.
- / Exhaust fumes from all equipment during construction are not to be directed towards the canopy of the adjacent protected trees.
- / Retained woodlands have been identified on the proposed site plan and landscape plan.

### **5.2.4 Climate Change Mitigation Measures**

- / To aid in mitigating the potential for extreme heat and drought, native trees have been selected for planting (as detailed in the Landscape Plan). The shade produced by these trees will aid in mitigating heat being produced by hardened surfaces.

### **5.2.5 Additional Mitigation Measures**

- / The extent of any vegetation removal within the development area is to be minimized where possible.
- / All rules governing septic systems and wells will be followed and be kept in good operational order.
- / Municipal by-laws and provincial regulations for noise will be followed.
- / Fencing is to be erected to protect wildlife from entering the subject lands.
- / As recommended in City of Ottawa Protocol for Wildlife Protection during Construction (2022), prior to beginning work each day, wildlife is to be checked for by conducting a thorough visual inspection of the work space and immediate surroundings. See Section 2.0 of City of Ottawa Protocol for Wildlife Protection during Construction (2022) and Appendix C for additional recommendations on construction site management with respect to wildlife. It is the responsibility of the contractor to be familiar with all components of City of Ottawa Protocol for Wildlife Protection during Construction (2022). Any sensitive wildlife in the work area are to be relocated to the East of the subject lands. Animals should be moved only far enough to ensure their immediate safety.

## 6.0

# Additional Supporting Plans and Studies

### 6.1 Traffic Impact Assessment, Step 1- Screening, prepared by CGH Transportation, dated April 14, 2023

CGH Transportation conducted a Step 1- Screening which confirmed that no Transportation Impact Assessment is required for the proposed development as none of the triggers were met.

### 6.2 Mineral Resource Impact Assessment, prepared by Paterson Group, Revision 1, dated September 20, 2024

Paterson Group (Paterson) was commissioned by CFT Group to conduct a mineral resource impact assessment in support of a Zoning By-law Amendment and Site Plan Control application for the subject property, as required by Section 3.7.4 of the City of Ottawa Official Plan. The objective of the current assessment is to evaluate whether the proposed development expansion in proximity to the adjacent mineral aggregate resources, can occur without impacting the current or future aggregate operation.

Based on Paterson's review of the subject site relating to noise, dust, traffic, vibration and groundwater impacts, the proposed commercial development will not be impacted by the existing and future operations at the Goulbourn Quarry currently operated by Thomas Cavanagh Construction Ltd. Alternatively, the proposed commercial expansion will not create excessive traffic, dust or noise that would impact the existing bedrock quarry.

In conclusion, it is Paterson's opinion that the Goulbourn Quarry will not have any adverse effects on the proposed development.

### 6.3 Stage 1 and 2 Archaeological Assessments, prepared by Matrix Heritage, dated May 2023 and September 2023

Matrix Heritage was retained to undertake Stage 1 and Sage 2 archaeological assessments of the subject site. The Stage 1 assessment concluded that while most of the parcel is deeply and pervasively disturbed, based on based on criteria outlined in the MCM's Standards and Guidelines for Consultant Archaeologists (Section 1.3, 2011), portions of the study area retained archaeological potential This was confirmed through the Stage 1 property inspection undertaken on May 9, 2023. The inspection confirmed that small portions of the property retained archaeological potential while the potential of other sections is negated through the presence of deep land alterations.

Based on the results of the Stage 1 investigation, the Stage 2 assessment involved test pit survey at 5 m intervals of the sections of the study area retaining archaeological potential as per Section 2.1.2 (MCM 2011). As per the Stage 1 assessment recommendations, areas found to have low or no archaeological potential due to deep and pervasive disturbance and those that are permanently wet required no further archaeological study. The extent of wet areas was reconfirmed during the Stage 2 assessment. The Stage 2 archaeological assessment resulted in no indication of archaeological remains with cultural heritage value or interest within the proposed development area.

Based on the results of their investigation, Matrix Heritage recommended that no further archaeological study is required for the subject property.

## Conclusion

It is our professional opinion that the proposed Major Zoning By-law Amendment application represents good planning and are in the public interest, due to the following:

- / The proposed development is consistent with the Provincial Planning Statement (2024).
- / The proposed development conforms to the City of Ottawa Official Plan (2022, as amended);
- / The proposed development complies with the proposed RG1 Subzone and EP Zone, with the exception of an existing building near Flewellyn that is assumed to enjoy legal non-conforming rights, and which is proposed to be formalized as part of this application; and
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Jillian Simpson, RPP MCIP  
Planner



Nico Church, RPP MCIP  
Senior Planner